

EXHIBIT RR

POLARIS SWITCHBACK >> Fine, but waiting for '06

We don't have anything had to report on the 2005 Polaris Switchback. It's everything the '04 was. Polaris is marking time until it can launch a full fleet of Fusion/RMK 900-based products in 2006.

The '05 Switchback is still an incredibly competent off-trail machine. It should be. Polaris virtually invented the "hybrid" category when it developed the Snow King Special (SKS) models years ago.

With that said, if not for the successful introduction of Ski-Doo's Renegade in the past few years, the SKS concept would've been cut from the Polaris lineup. With the Renegade's success, Polaris could see that there was still a market for the long-tracked XC models. It just wasn't where Polaris expected to see it—in the upper Midwest and Eastern markets! Not the foothills of deep snow country.

If you do a little looking at the Polaris offerings for '05 you can see an obvious hole in the RMK 900 line. Where is the RMK 900 144 or 136? For this year it's being covered by the Switchback, which comes with the choice of a Liberty 800 or 600 twin and a 144-inch long track. With its width of 15-inches, the Switchback footprint of 2,160 square inches is sec-



ond in this category to the '05 Ski-Doo MXZ Renegade's 2,176 square inches.

If you want a Polaris for off-trail bashing we can state from first-hand experience that the Switchback is extremely good. But if you want the newest from Polaris, you may want to see what 2006 holds. We're betting that there will be a new breed of Fusion/RMK based Switchbacks. Look for that 136- to 144-inch track void to be filled.

We're also thinking that Polaris may be faced with the same dilemma that Ski-Doo faced when it introduced the

original Renegade as part of the Summit mountain sled line. It ended up as an MXZ-branded model to better suit the prospective Midwest and Eastern markets that wanted a "sports hybrid" for boonie bashing and not a full-fledged mountain-based model. So, our guess is that Polaris is deciding how to sell the next 144-hybrid. As a Fusion-faced sports model or as an RMK-bodied deep powder hybrid?

Let's see what happens. And let's see what engine options are available in addition to the Cleanfire 900cc twin. We think '06 will be worth the wait.

SKI-DOO RENEGADE

Taking the REV off trail

As any regular reader of *American Snowmobiler* knows, I'm somewhat biased in my feelings toward the Ski-Doo REV platform. It suits me extremely well. I'm incredibly comfortable on it and thoroughly addicted to the smoothness of the 600cc semi-direct injection twin.

But it wasn't love at first ride. It took a firsthand "come to J-Armand Bombardier" epiphany in the second year of the REV production. Those first year prototypes were unimpressive. The production units were extremely good. And it was my personal experiences with a variety of production REVs that sold me.

Unfortunately, I still have to be sold on the REV Renegade. For me, it is the weakest of the REV models. I

can't tell you exactly why. Maybe it's because the REV platform seems unbalanced with the addition of the longer and wider deeper lugged track. But, my best guess is that what makes the REV such a terrific on-trail sled works against it off-trail.

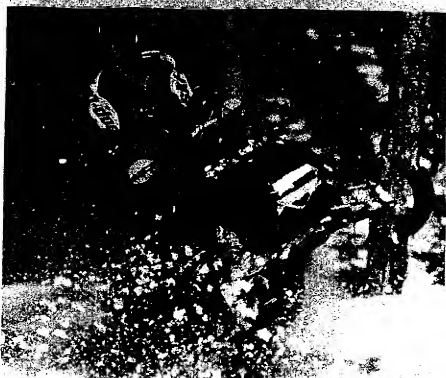
The forward seating position puts you higher and more centered on the standard trail MXZ versions. Off-trail you need to be in a more ready-to-respond position that means throwing a leg from one running board to another quickly and smoothly. You need to position yourself in an outrigger stance to bank the sled in powder.

All of the above can be done, but it seems to take more effort and more "thinking" for a flatland rider to respond on the Renegade than it does with the others.

But, we know from chatting with our mountain test riders that they like the quick response of the deep powder REV-platformed Summits. So, we have to guess that more seat time will cure this lack of enthusiasm for the Renegade in off-trail riding. It should, it's all REV with two of the best engine packages around - Rotax' 600 SDI and a powerful 800cc high-output twin.

The Renegade comes with all of the top notch MXZ features to include Brembo hydraulic brakes, gas shocks, electronic reverse for ease of trailer loading and unloading, top-line Precision plastic skis and even a "mountain" strap to grab when plowing through a fresh yard of Upper Michigan powder!

We see the Renegade as the MXZ ditch pounders choice for getting off trail in a hurry and finding new ways back to the trailhead.



YAMAHA RAGE/WARRIOR >> Blazing a cleaner trail

Yamaha has two quite different models for off-trail riding. On the surface they have statistical similarities with 1.0-liter 4-stroke engines. From a personality standpoint these

Yamahs are like fraternal twins, similar, but oh so different! Our fave is the Vector-based Rage. Our reason is the tractability of the new Yamaha triple compared to the high-revving nature of the RX-I based Warrior.

Last season we had a Warrior to play with. Once we got the suspension set right, it was a great trail and off-trail ride. But it takes some serious tinkering to get the setup just right. You need to really read and understand the owner's manual. Fortunately Yamaha has a good one. Follow its suggestions and test your setup for personal preference and you'll find a setting that makes these models perfect for you.

Both of the off-trail Yamaha's enjoy the longish ProAction CK rear suspension with adjustable control rods. The track that spins around this gas-shock controlled rear suspension is a Camoplast-built, Yamaha-designed "Rip Saw" model that measures 136 inches in circumference and 15 inches in width. The track lugs on the

